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A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.
The Hongkong Dispensary, 131, Fleet Street, E.C., London, is the sole agent for the sale of the Hongkong Dispensary's medicines in the United Kingdom. All orders for medicines should be sent to the Dispensary, 131, Fleet Street, E.C., London. The Dispensary is not responsible for the loss of any medicines sent by post. The Dispensary is not responsible for the loss of any medicines sent by post. The Dispensary is not responsible for the loss of any medicines sent by post.

BIRTH.
On the 5th July, at No. 30, Haskell Road, Shanghai, the wife of C. J. WHITE, of a daughter.
DEATH.
On the 9th July, at the Peak Hospital, C. F. E. MANICU, of Amoy, aged 43 years.

The Daily Press.
HONGKONG OFFICE: 14, DES VOGES ROAD, C.C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14th July, 1903.

ALTHOUGH we are by no means disposed to endorse the opinion of a contemporary, telegraphed a few days ago, that Russia is on the point of a dilemma, and has only the alternatives left of a perilous defiance of the Powers or an inglorious surrender, Russian statesmen can by no process of reasoning free themselves from the imputation that they have by their recent acts brought the Empire of the Tsar, both internally and externally, within a measurable distance of dissolution. Russia has, in fact, been playing a game of bluff all round, and now that her hand has been called finds that her weakness has become so apparent that it has excited the ridicule rather than the admiration of all onlookers at the game. It was with some regret at the necessity of showing something, we may be sure, that she made a display of fifty-seven pennants the other day in the gulf of Pechili; it is noteworthy that neither Great Britain nor Japan has thought it worth while to make any response, and Mr. ARNOLD FORSTER's answer to a question in the House that the Admiralty was not aware of any special gathering, is probably the best evidence of how little she has gained by the move. But it is not alone in Asia that the high game has proved a failure; the attempted extinction of Finland and the massacre of the Jews at Kishineff have both proved to have been the outcome of craven fear, and the expulsion of the Times correspondent from St. Petersburg has only added its ludicrous aspect to the silly panic which is at bottom

the mainspring of Russia's recent policy. Still as we have several times of late had to point out, this by no means removes the danger to peace. In all ages of the world panic has been the fruitful mother of disorder, and the madman is never to be so much avoided as when the demon of fear has got hold of him. If the past teachings of history are of any account towards forecasting the future, Russia as a nation has committed all the crimes and all the follies which mark the last stage of a despot's existence. True at the last moment it has more than once happened that an able and virtuous ruler has recovered his country on the very brink of ruin, and restored the prestige she in better days had attained to. Unfortunately Russia has not even this hope left; her Tsar is probably amiable, and perhaps is possessed with the very best intentions, in such a case assuredly the very worst possession a ruler could be cursed with. We know he is in his private life gloomy and superstitious. Even now the curse of a disputed succession, which from the beginning of history has been the bane of Oriental monarchies, hangs about his neck. At the one side these unhappy forebodings have made him a willing tool of the machinations of the priesthood, while on the other it is no secret that he has been meddling in the last resort of the unstable-minded, and endeavouring to obtain the aid of the powers of spiritualism. It is no wonder, then, that the powerful bureaucracy, which in the absence of a controlling mind has at all times been the curse of Russia, finding no obstacle in its way, has gone on from one folly to another, and now finds that not only has it aroused the latent hatred of its own people, but has succeeded in alienating, if not all the foreign Powers, certainly all those to whom Russia could look for counsel and help in the hour of need. As, however, we said, herein lies the greatest danger of all; the timid deer, who will fly from his own shadow, under the inspiration of despair is apt to prove a more dangerous foe than the most redoubtable of the beasts of prey; and Russia driven to despair may before she goes under inflict the most irreparable damage not only on herself but upon civilisation itself. So long as the House of JENGHIZ Khan was a world power civilisation could afford to exist; it was not till the internecine wars of the descendants of the great JENGHIZ led to the decay of the morale of the House, that the worst effects of the invasion were seen. Had there been no JENGHIZ Khan, in all probability there would have been no Russia. The cruelties of his descendants afforded the first opportunity to the RAMANOFFS to found the first Empire of Russia; but unfortunately his last of empire is the only one of his characteristics which has descended to his successors.

Among the arrivals on the s.s. *America* Maru yesterday was General Sumner, U.S.A.

The death took place at the Peak Hospital on the 9th inst. of Mr. C. F. E. MANICU, acting superintendent of the Joint Telegraph Co.'s, Amoy, at the age of 43.

The body of a Chinese boy who disappeared from his home in Second Street lately was found floating in the harbour on Sunday off the Po On wharf, West Point.

We would draw attention to the alteration in the hour at which the meeting of subscribers to the Griffin list is called, i.e., 5 p.m. in place of 4.30 on Thursday next as originally advertised.

A rather amusing story came to our ears yesterday. A resident here was having some conversation with a Chinese convert of one of the local missions. Another Chinaman's name happened to be mentioned, and the European asked "Is he a Christian?" "No," replied the Chinese convert, "he is a very rich man."

Someone who has lost a dog in the Colony, and has advertised the fact by Express, goes on to say, after describing the animal:—"If found in anyone's possession after the 10th inst. will be prosecuted by the owner." If the dog in question has as much intelligence as several of the above warnings would lead one to suppose, it will return to the fold without delay.

Only two cases of plague (Chinese) were notified during the two days ended at noon yesterday; neither was fatal. One of the patients was found in a latrine in Hungkum. Thirty-four cases of plague (1 Indian, 32 Chinese), with 29 deaths (all Chinese), were reported to the authorities during the week ended on Saturday, 11th inst. One Chinese died of cholera during the same period.

The P. & T. Times says:—There is a touch of humour in most critical situations, and that in the recent excitement when a baby was temporarily lost at Peitaiho, was supplied by a Chinese teacher there who is learning the cornet. When the residents scattered in all directions to search for the missing amah and child, this gentleman was requested to sound his bagle lustily in the event of the pair turning up, as a signal to stop searching. In due course the calm night air was penetrated by the wailing notes of "I've found a friend, oh, such a friend!" which was the air selected with ready wit by the performer as a signal that the baby was found.

Late Telegrams will be found on page 5.

The new Siamese Minister to London is to be Phya Raja Nupabandi, present Siamese Minister to Tokyo, who is a popular diplomatic representative in Japan.

It is now stated that the Cabinet crisis in Japan is due to the interference of the "Elder Statesmen," who hamper the Ministry's action without sharing its responsibility.

The Manila *Cablenews* devotes a quarter of a column of space, much of which is taken up by headlines, to the announcement that a Filipino has entered as a student at Yale University.

A New York despatch of date the 10th inst. to the Manila *Cablenews* says that Venezuela has seized five merchant ships flying the United States flag. The news was received from the U. S. Consul at La Guayra.

The P. and O. Co. notify that the general average statement of the s.s. *Pekin* consequent on the fire which occurred at Kobe on 5th and 6th April last is being prepared at Yokohama by Mr. H. P. Wadham of the China Traders' Insurance Co., Ltd.

The *Universal Gazette* is informed that the Directors of the Chuking Bureau de Mines have engaged a French and an Italian engineer at a salary of a thousand dollars per month each to prospect on their behalf the mining regions in Chachow, Yenchow, Wenchow, and Taichow.

Our American contemporary the *Shanghai Times* says that "the Toyo Kisen Kaisha Company, operating the Japanese liners between the Orient and San Francisco are figuring upon establishing a signal station at Midway Islands, to be run in connection with the Pacific Commercial cable now located there."

According to an Osaka journal there are now 12 British, 9 Chinese, 6 German, and 5 Japanese steamers engaged in the coasting trade between Shanghai and Hankow, and Hankow and Ichang, on the Yangtze. These vessels consume about 100,000 tons of coal per annum, from Moji, Karatsu, Kuchinotsu, and Nagasaki.

Owing to the interruption of one of the cables to Singapore, the Telegraph Companies inform us, some extra delay is to be expected on telegrams exchanged with the Straits, Java, India, and beyond, and with Europe and America, via Eastern. The repairing steamer is now at the position of the break, so early restoration is expected.

Li Do-sai, the Korean Minister for Foreign Affairs, has for the fifth time tendered his resignation to the Emperor. It is believed that a change of Ministers will affect the scheme for the opening of Wiju, as Li Do-sai was a warm supporter of the project. We see that a Seoul telegram to the *Kokumin* states that Mr. Jordan, British Minister in Seoul, had received instructions from the British Government that he should advise the Korean Government to open Wiju to the trade of the world.

We see from the P. & T. Times that "some little indignation has been aroused in official circles in Peking, it is stated, by the discovery that Chinese exhibitors to the St. Louis Exhibition will be best by a number of restrictions and regulations which will place them on an entirely different footing to the other commercial exhibitors. There is some talk of recalling the commissioners already sent, as it is argued that if Chinese merchants are to be subjected to this treatment, there is little to be gained by the expenditure of money and trouble for which the Government has made preparation." China's attitude seems to us perfectly reasonable. But what is reasonable to others is not necessarily so to Pacific coast residents. It would be interesting to hear Mr. John Barrett's opinion on the subject.

Mr. Hayashi, Japanese Minister to Seoul, seems to have been busy lately. On the 3rd inst. he warned the Korean Government that if the Government fails to protect Japanese subjects in Corea and allows bandits to attack them as they did recently at Manpohin he will be compelled to regard the country as being in a state of anarchy and will take measures himself to protect Japanese subjects. It is reported that Mr. Hayashi will take steps at once to ensure the protection of Japanese subjects in Corea. The Japanese Minister is also reported to have addressed a note to the Russian Minister with regard to the seizure of some timber on the Yalu by the Russians. The Russian Secretary apologised for the mishap and added that the Russians in the district would be advised not to repeat the mistake.

We understand, says the *Bangkok Times*, that satisfactory progress is being made with the work of preparing an adequate Siam section for the St. Louis Exhibition next year. It will be a great opportunity of making Siam better known to the world, and that seems to be thoroughly realised. The Commission which has the work in hand has the advantage of having had the assistance of Mr. W. A. Graham, and of his being succeeded by Mr. A. Cecil Carter; so there is every reason to believe the work will be thoroughly well done. We are glad to learn, therefore, that the proposal to open the Siam section as an exhibition in Bangkok before it is sent to St. Louis has now been definitely decided upon. The exhibition will be held at the Royal Museum, and will be opened probably in October. It has also been decided to provide all the usual attractions of a successful exhibition—bands, restaurants, *luncheon*, *lakers*, etc.—and to make the exhibition while it lasts one of the attractions of the town. The Museum itself will also be open to visitors.

H.M.S. *Rinaldo* arrived at Bangkok on the 1st inst. and has given a theatrical entertainment there.

Some cases of plague occurred last month at Pakot, on the west coast of the Malay Peninsula. Cases occurred in the same vicinity last year.

Bangkok papers congratulate Mr. Tower on his transfer from Bangkok to Munich and Stuttgart as British Minister-Resident to Bavaria and Wurtemberg, which was announced in Renter's telegrams to the Siam capital.

The Chinese native journal *Supao* at Shanghai has been suppressed, the instance of the local Chinese mandarin, the office being sealed up on the 7th inst. But it seems that another paper named the *Kuo Min Jih Pao*, or "National Daily Paper," has been established, as a continuation of the *Supao*.

The *China Times* says that immense quantities of coal are being harried to Newchwang and Port Arthur.—The same paper also states that parties of Russians and Japanese are confronting each other at Jehol, where the Japanese have acquired a tract of land cutting clean across the proposed Russian railway route.

The U. S. Navy Department has decided to send away all warships from the Bremerton Navy Yard, Washington, on account of the moral conditions at Bremerton, where there are no less than six saloons adjacent to the yard. One of the Department officials put the case thus:—"If Bremerton prefers to raise money by saloon-licenses instead of getting \$200,000 worth of Navy work, that is its business."

An attempt was to be made at the end of last week to float the American schooner *Carrier Dove*. The bottom of the vessel is torn out, but the lumber with which she is laden will keep the craft afloat, though it is doubtful if she will be worth repairing, says the *Mercury*. The vessel was built in 1890 at Port Blakesley, Washington, and is 639 tons register. A lot of the cargo has been looted by the Chinese who have been hovering about since the accident.

A Tokyo despatch to the *Osaka Asahi* states that the British Government has decided to reinforce its Asiatic squadron with an armoured cruiser of 12,900 tons displacement and several other warships, to maintain the balance of power with the Russian squadron on this station. The Russian squadron in these waters has at present a strength of 181,000 tons displacement against the 140,000 of the British squadron.

The N.C. *Daily News* Tokyo correspondent telegraphs the following news about Corea, under date the 8th inst.:—"The Russians have laid a telegraphic cable between Antung, on the north side, and Yung Ampho, on the south side of the mouth of the Yalu river, without consulting Corea, whereat Japan has protested, inasmuch as Corea is bound by convention not to allow any foreign Power any telegraphic privileges which interfere with Japanese vested interests. Japan is pressing for the opening of Wiju to foreign trade. On Corea's pleading the objection of Russia, Japan has replied that any such objection is entirely irrelevant, inasmuch as the power of decision is vested solely in Corea."

San Francisco papers publish this telegram dated Redding, June 10:—"A number of Chinese miners operating under the name of the Jim Que Company on the site of an abandoned Trinity county town known as Canyon City, dug up a cigar-box to-day which contained \$5,000 in gold. Among the gold pieces were seventeen \$50 slugs. Thirty-two years ago Canyon City was a thriving mining town. Jacob Killenger lived there. He was killed by a cave in a mine. He was believed to have considerable money, but the administrator of his estate could not find it. The Chinese company is now moving away the ground on which the town stood and is believed to have discovered the buried treasure of the dead man."

A Honolulu despatch of the 1st June says:—"The Legislature has appropriated \$3,000 for the purpose of inducing Dr. Goto of Japan to come to Hawaii and personally give his treatment for leprosy to lepers at Molokai. Dr. Goto was here once several years ago. Experts unite in saying that the remedy has no curative properties; but it is cleansing in its effects and in some stages of disease and under some conditions it retards the progress of the disease. Many natives of the settlement, however, have a blind faith in its curative properties and their faith has been communicated to the native members of the Legislature, with the result that the Legislature made liberal appropriations for purchase of the remedy, besides the appropriation to Dr. Goto."

Kashgaria has been the object of pilgrimage recently to several distinguished visitors, including Professor Martin Hartmann and his wife. The great Orientalist has been taking a course of Turkish as it is spoken in the neighbourhood. A German ex-naval officer in the person of Captain Boder, also passed through, in the course of a Central-Asian journey to China; and two of the ubiquitous Japanese, Messrs. Watanabe and Hori, after spending the winter there, left overland for Shanghai which they hoped to reach in September. Nor do the scientists neglect the place; Dr. Morzbacher and Herr Kaidal, two German geologists, were bound for the mysterious and fabulous Thian Shan in the pursuit of their fascinating science. A correspondent of the P. & T. Times says that Kashgaria is exceedingly like that of North China, climate being less severe, which though not unknown here is less frequent and less trying than they are there.

TELEGRAMS.

REUTER'S SERVICE.

TURKEY AND BULGARIA.

London, 11th July.

It is declared in Sophia that the Russo-Bulgarian relations are greatly relieved, owing to formal assurances that Russia would never permit Turkey to attack Bulgaria.

THE FOREIGN PRESS ON PRESIDENT LOUBET'S VISIT.

London, 11th July.

The German and Austrian Press are beginning to appreciate the significance of President Loubet's visit. The Russian Press regards King Edward's and the President's visits as something more than mere acts of courtesy, though it is thought there can be no question of any formal alliance.

CORRESPONDENCE.

CRUELTY TO ANIMALS IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 13th July.

SIR,—The scandal on the Colony in permitting the existence of such cruelties as were brought to light by the correspondence in Saturday's *Daily Press* should have no cause to thrive in a city with the civilised population Hongkong is supposed to have. The state of affairs pointed out to us in the columns of the *Daily Press* is an every-day occurrence, milder in most instances, but crime none the less. Are not ponies seen at all hours night after night in the harness they have worn all day standing along various streets when they should be unharnessed and in stable or pasture? When they are driven every coolie who can gain a foot- or hand-hold clings on. The combined weight of the passengers is seldom less than double the weight of the little animal attached to the clumsy vehicles. If these things cannot be observed until pointed out to us by the *Daily Press*, when once they have been brought under the notice of the public, can our Colonial Officials devise no way of regulating the hours and burdens of these dumb little beasts to protect them against the cowardly and disgraceful treatment by their inferiors? Wake up!—Yours, etc., N. V. H.

THE VOLUNTEER CONCERT.

The postponed concert of the H.K.V.C., which was stopped by rain last Saturday, will come off next Thursday, at 9 p.m. If the weather permits, it will be held on the Volunteer Parade Ground; in event of unfavourable weather, in St. Andrew's Hall. Tickets taken for the 11th July are available.

"LEGATIONS FEAR ANOTHER BOXER OUTBREAK."

This is how the Manila *Cablenews* heads a telegram from New York dated 8th July, which states:—"A despatch to the Washington authorities from Peking says that the foreign legations in that city are preparing for another outbreak. Signs of trouble similar to the Boxer episode have been noticed for several weeks, and now grow alarmingly evident."

The people of China are weighted down by the enormous indemnity rightfully demanded for the Boxer crimes of 1900, and the frightful famine in Kwangsi has aggravated the desperation of the poor classes. The revolution, or rebellion, as it is called by the authorities, which has been raging for months in certain localities, bids fair to spread. The danger to the legations is grave, but fortunately they are in better position to defend themselves than during the previous attack. It is believed that this will be the last for China, and that the partition of the great empire is near at hand.

SUSCEPTIBILITY TO PLAGUE AND BERRI-BERI.

"Theorist" writes to the *Kobe Chronicle*:

With reference to the articles headed "Cat and Plague" in your issue of to-day and "Rice and Berr-berri" in that of the 1st instant, I venture to put forward again the theory that susceptibility to the germs of plague and berr-berri is largely a question of the diet of the animal affording a good or bad medium for the germs to develop in, and further that a diet of unseasoned rice, or rice only (without a corrective mixture of material antagonistic to fermenting processes), forms specially good developing media for these germs. Cats are flesh-eating, fowls more or less grain-eating. In the instance of the Hongkong fowls referred to, I would suggest they might have been feeding on bad rice, more or less in a state of fermentation, and so provided excellent media in their bodies for stray plague germs. As regards the three institutions at Selangor to which similar rice was supplied, but in only one of which, the Pudur Gao an outbreak of berr-berri occurred, I would point out that two things are necessary for an outbreak of any disease of this kind, first the presence of the specific germ, and, second, favourable media for it to develop in. In the Tai Wa ward and Loper Asylum, a majority of residents who had been there over seven months, there was surely less chance of germs being brought in than at the Gao. Also it is not stated that diet at the three institutions was exactly the same.

THE KWANGSI TROUBLES.

Reliable news from private sources in Hunan received in Shanghai reports the invasion of that province by Kwangsi rebels who now hold the Hunanese districts of Ch'engtu, Hsianing, Linling, and Yungming in force, while the districts of Tungan, Changshao, Taohou, and Tungao also contain roving bands of rebels who are being freely joined by local desperadoes and banditti. The inhabitants of the above districts, or *hans*, are panic-stricken and the roads and highways in that region are crowded with refugees hastening to quieter scenes. This, of course, is just what the local banditti wish as it gives them exceptional opportunities to plunder the refugees. Later despatches further state that it is freely reported in Changsha, the provincial capital of Hunan, that the city of Yungming, has fallen into the hands of the Kwangsi rebels, and that the city of Linling is momentarily expected to surrender also. The Government troops opposing the rebels number over 2,000 men, but being greatly inferior to the rebels not only in numbers but also in firearms, they dare not leave the protection of the city walls to fight the invaders. As a matter of fact the highways near the Kwangsi-Hunan border are completely commanded by the rebels and their sympathisers. A case in point is given below:—"A strong band of rebel sympathisers were recently threatening the city of Anjehsien, Hsienchun prefecture, and could not have taken the city owing to lack of sufficient firearms and ammunition. The Governor, however, was ready to give them what they wanted. Hearing of the danger of Yangmingsien, Governor Chao Erh-shan sent a large supply of rifles and ammunition under the ridiculously small escort of ten 'braves' to Yangmingsien to arm the citizens of that city as troops could not be immediately forthcoming. No sooner had the escort and firearms arrived within the Anjehsien jurisdiction than they were pounced upon by rebel sympathisers, who killed the escort, took the much-needed arms, and then assaulted and captured that city.—N. C. *Daily News*."

The following Imperial decree was issued on the 7th inst. We are indebted to the N.C. *Daily News* for the translation.

"We have received a memorial from T'ung Chun-hsien, Viceroy of the Two Kwang provinces, denouncing the high authorities and military officials of Kwangsi province. The present disastrous condition of that province is all due to the incapability of the officials and their habit of trying to hide the true state of affairs, which make us feel exceedingly indignant. The cashiered Tao-tai Huang Jen-shi, who was guilty of hiding the true state of affairs from his superiors, and the cashiered Major-General Shen Tao-fa, who permitted his troops to oppress the inhabitants of Kwangsi and perform other cruelties, are hereby commanded to be banished to the military post-roads to work as convicts in punishment thereof. As for T'ang Shou-min, the Provincial Treasurer of Kwangsi, he has been found guilty of incapability in administering the province; Hsi Hsien, Provincial Judge, who has been found guilty of having received bribes when occupying the acting post of Provincial Treasurer; Wang Chih-chun, Governor of Kwangsi, who has been found guilty of incapability in undertaking military affairs and hiding matters from the Throne; and General Su Yuan-ch'uan, whose incapability created the danger which threatens the province—all the above officials are hereby commanded to be cashiered at once and dismissed from office. The memorialist, the said Acting Viceroy Tsen Chun-hsien, is exhorted to do his best in restoring order out of the chaos into which the incapability of the officials of Kwangsi has plunged that province, and is hereby given full power to deal with local officials as may seem best to him."

THE TIENSIN SIDING DISPUTE.

The following is the text of Mr. G. Detring's award in the above celebrated dispute:—

In reference to the Bund Road Station Road and parcels of land in dispute and referred for arbitration by L. C. Hopkins, Esq., H.B.M. Consul General, acting as British Commissioner by despatch dated the 13th of March, 1903; And by N. Laptew, H.B.M. Consul acting as Russian Commissioner by despatch dated the 12th March 1903;

I, the undersigned, having been called upon to arbitrate in the above matter and having after scrutiny of the papers and documentary evidence submitted come to the conclusion that the said Bund Road, Railway Station Road and parcel of land marked on plan submitted C. B. and D. were acquired by the Railway Administration previous to the troubles of the year 1900, and form therefore part and parcel of the land dealt with in the Chi Cha Low case in which award was made under date of the 20th April 1903.

Accordingly, and to the best of my knowledge and belief,

1. I adjudicate the said Roads and parcels of land to the Railway Administration, so that they may be dealt with in conformity with the provisions of the compromise as recorded in the minutes of the first meeting of the Railway Commission held at H.B.M. Consulate-General on July the 25th, 1902;

2. With regard to the alleged right of Prince Su to the land forming the Bund Road, Railway Road and parcels of land marked C. B. and D. the claim is to be dealt with as provided in paragraph 2 of my decision in the Chi Cha Low land case;

G. DETRING, Arbitrator.

Tientsin, 30th June 1903.

CHINA LIGHT & POWER CO., LD.

EXTRAORDINARY GENERAL MEETING.
An extraordinary general meeting of shareholders in the above Company was held at the offices of the general managers, Messrs. Shewan, Tomes & Co., yesterday at noon, for the purpose of confirming the three resolutions passed at a meeting held on the 27th ult. The Hon. R. Shewan (chairman) presided, and the others present were the Hon. Sir C. P. Chater, C.M.G., and Messrs. D. E. Brown, J. H. Lewis (directors), A. G. Gordon, A. Reid, C. A. Tomes, A. Babinpton, Fung Wa Chuen, and R. Henderson (secretary).

The notice calling the meeting having been read,

The CHAIRMAN proposed the confirmation of the first resolution, which was as follows:—
"That the capital of the Company be reduced from £300,000 (divided into 15,000 shares of £20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from £20 to \$10 per share."

Sir PAUL CHATER seconded, and the motion was carried unanimously.

The CHAIRMAN proposed the second resolution, as follows:—
"That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof."

Mr. BROWN seconded, and the resolution was confirmed, *nem. dis.*

The CHAIRMAN then moved the confirmation of the third and last resolution, the terms of which were:—
"That in consideration of the guarantee and undertaking now given by Messrs. Shewan, Tomes & Co. (the general managers of the Company) and testified by their signature hereto (and to be further testified by the execution by the said Shewan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the debenture trust deed or mortgage hereinafter referred to and to be held by the trustees thereof to be appointed as hereinafter mentioned) that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 8 per centum per annum in cash and every one of the said three years; the said Shewan, Tomes & Co. as such general managers as aforesaid be and they hereby are authorised to issue debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed mortgage thereof by the Company to such persons as trustees for and on behalf of the debenture holders as the said Shewan, Tomes & Co. may by writing under their hand appoint. The said debentures to be issued in the shape of bonds for \$1,000 or \$100 each at the debenture holders' option respectively, but so that the aggregate amount in value of such debentures taken together shall not exceed the sum of \$200,000. The bonds for and in respect of the said debentures may be issued at a discount not exceeding 24 per cent. on the face value thereof, but so that the holders respectively of such debentures shall not be entitled to be repaid more than the face value thereof. The said debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be payable within 5 years from and after the date of such actual issue in manner following, that is to say—No portion of the amount paid in respect of any of such debentures shall be repayable during the first three years following the date of the actual issue thereof, but upon the expiration of such period of three years there shall be repaid in respect of each debenture to each and every holder thereof

(a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years;
(b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years;
(c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years; and
(d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years."

Mr. LEWIS seconded, and the resolution was unanimously approved.
This was all the business.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has risen over Japan, fallen over the E. coast of China.
The China Sea depression has probably moved into the Gulf of Tongking.
Pressure is high over Japan, relatively low over Central China.
Gradients are slight for SE. winds in the Formosa Channel and off the S. coast of China.
Forecast:—Light SE. winds; showery.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Bengal* left Singapore for this port on the 12th inst., at 11 a.m., with the outward English mails, and is due here on the 17th inst., at 6 a.m.
The T.K.K. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port, via Honolulu, &c., on the 7th inst.
The P. & A. steamer *Indrapura* left Portland (Or.) for this port, via Japan ports, on the 10th inst., and may be expected here on the 10th prox.

THE CURRENCY QUESTION.

We gave a short time ago, Sir Thomas Jackson's evidence before the Committee on the Straits Settlements Currency. We subjoin below part of the evidence of Mr. T. H. Whitehead, who was examined on the 20th January last.

(Chairman.) If a change were made in the Straits Settlements to a gold standard, I understand you to hold strongly that the change should be effective and thorough?—Other wise disastrous results would follow, commerce would suffer seriously, and so would the credit of the Government.

Do you think the cost of the change would be very great?—It is quite impossible to estimate what the cost would be. If the change is made, the Government presumably would make it for the benefit of the majority of the people, should bear the cost of making the change, and should redeem the present money, Mexican as well as British dollars, in circulation by virtue of the law which has been in force since it was enacted. Although the effigy of the King is not on these Mexican dollars, yet at the same time the King's Government has legalised them, and for the Government to demonetise these dollars without redeeming them on a just basis would be equivalent to State robbery. Having had a long and intimate experience of the Chinese and the Malays, I entertain grave doubts as to whether riots would not ensue, and possibly large numbers of the natives would rise in revolt against a gross injustice, as would probably be created by demonetising the present money and not redeeming it.

Well, you hold that the Straits Government should redeem, as you express it, all the Mexican dollars circulating in the Straits Settlements?—Yes.

But do you hold that the Straits Government would be bound to redeem Mexican dollars brought from outside and offered to it?—Certainly not, unless those brought in were for the purpose of fulfilling and carrying out contracts already legally entered into.

Brought in bona fide?—Bona fide.
You hold that if there was a change to a gold standard, all obligations and contracts entered into previous to the time when the standard was changed should continue to be payable in the old standard silver dollar?—Certainly.
That was not done in India, was it?—Well, yes, it was, as in India the coinage was not changed; the coinage remained rupees; the money remained rupees whether notes or silver— the money there remained the same, silver rupees. In my opinion, the gold standard cannot be introduced and made a complete success in the Straits unless the present dollars circulating there are demonetised, and a new dollar, a new coin, whatever it may be called substituted.

Would you make the new dollar of the same weight and fineness as the present one?—I think it would be expedient to do so.

You think that if a fixed artificial gold value is to be given to the new dollar, its quantity must be restricted, otherwise it will not be possible to give it a fixed gold value. It took India some six years to restrict and limit the currency sufficiently before the Government could get gold tendered in exchange for rupees either in silver or in notes.

You think the name of the new coin should not be the dollar. Now, why do you hold that opinion?—Not the dollar? I do not say not the dollar.

You say in your memorandum, "Whether the new coinage is given the name of the Straits dollar, or whatever other title, is not material; but it appears indispensable that the coin itself, as well as the name, should be different from any of the present dollars. That is, that it should not be called the Mexican dollar or the British dollar?—That it should not be called the Mexican dollar or the British dollar. It may be called a dollar?—It may be called the Straits dollar.

And when the Government called in the existing dollars, and gave the new dollars for them, they would have at the same time to prohibit the import of Mexican dollars and British dollars?—I think that would be absolutely necessary, otherwise the Government would have thrown upon their hands far more dollars than they had any right to redeem. Dollars en route to the Straits, and the further amount of dollars required to fulfil contracts already entered into for immediate and forward delivery, prior to the change in the standard, should be permitted.

And in the future, after the establishment of a gold standard, the Government would have to possess the exclusive powers to coin the new dollar?—I think so; I think that is indispensable.

And the new dollars would have to be, of course, unlimited legal tender?—Yes, undoubtedly, unlimited legal tender, otherwise with an Asiatic race I am afraid there would be great difficulties, and the most serious riots would in every probability ensue.

Do you think that a change on the part of the Straits Government from a silver standard to a gold standard would have much effect upon the price of silver?—The French Government would immediately take action to establish a gold standard in Indo-China. The fact that this Committee is now sitting, and the proposal which has been made to place the Straits on a gold standard, may have already exercised more than a due influence upon the silver market; the price may have been forced down unduly. It may be that there would be a further heavy fall, but it is very difficult, if not impossible, to predict what would take place.

You point out that if the new dollar were given a value of 2s., that would be equivalent to a price of 28d. per oz.?—About 28d. per oz. standard silver.

And would be an increase of 27 per cent. on

the present value of the dollar?—That is so; about 27 per cent.

Do you think that a change of that nature would cause serious disturbance in the relations existing between debtors and creditors?—Most assuredly, but I think commerce in course of time would adjust itself—accommodate itself to such a change.

But do you think there would be at first any serious difficulties?—The margin is so great that I do think serious difficulties would arise.

It is quite a short time ago that the dollar was worth 2s.7—Yes, quite a short time ago.

And did the fall from 2s. to 1s. 7d. produce any very disastrous effect?—I think people must have lost very considerably by it.

I suppose the change from 1s. 7d. to 2s. would not be more serious than was the change from 2s. to 1s. 7d.; it is the same amount of change, only it is in the opposite direction?—It might not be more serious. Of course, the people have not yet realised their loss from 2s. to 1s. 7d. There is a great deal of money invested in local industries, house property, etc., still out there. The loss has not been actually realised because fluctuations take place, and because people hold on in the hope that there will be a recovery.

But if the new dollar were given a fixed gold value of 1s. 8d., the equivalent gold price of silver would be 23½d. per oz.?—Yes, that is so. And that would be very little different from the present price?—Very little different.

But if that were done, and silver were to rise again to, say, 25d. per oz., you would have all the difficulties of a fluctuating exchange?—All the difficulties, and no Customs machinery could possibly stop the outflow of the silver dollars if their gold value in the adjacent markets was 10 per cent. higher than in the Straits.

Just as in India, if the price of silver were to rise to 50d., you would have all the difficulties of a fluctuating exchange over again?—Most assuredly.

And then you would have a higher rate of exchange than you have at present?—Yes, a higher rate of exchange, but all the difficulties would have to be encountered.

Do you think it possible that there might be any considerable rise in the gold price of silver?—I can imagine that India with prosperous years ahead—one or two years—might have to buy a very considerable amount of silver for coinage purposes. Then it is understood that the American Government has coined all the silver bullion they had in their vaults, and that they may have to enter the market and buy silver at no distant date for coinage purposes.

And that might cause an increase in the demand for silver?—Yes.

Which you think might very appreciably put up the price of silver?—Which would certainly appreciably put up the value of silver.

Do you think it is possible that the recent heavy fall in the value of silver may cause some reduction in the quantity of silver produced?

Yes, I think it is possible. At the present time, although the question is one upon which nobody would like to pronounce a decided opinion, there is no prospect of any serious further fall in the value of silver—immediately?—I do not see any. I think that the present position—the recent heavy decline has been caused in large measure by newspaper rumours and reports, rumours that Mexico was going on to a gold standard, and that the Straits Settlements intended to go on a gold standard. I think these rumours have been discounted to a great extent, but these rumours have certainly caused further want of confidence in silver, and brought about the heavy fall.

China still uses the silver standard?—That is so.

And she has large gold obligations?—Enormous—£120,000,000 sterling, roughly speaking. And the fall in the value of silver has been a serious matter for her?—Has added enormously to her obligations.

If there was a further fall in the value of silver do you think the effect on China would be serious?—I think the effect already is so serious that she will not be able to pay the exorbitant indemnity that was exacted from her in 1901.

And if she is not able to pay it at the present rate of silver, a fortiori, she will be unable to pay it if silver falls much lower?—Most assuredly. Her proposals yesterday in Peking was to collect their duties on exports and imports in gold.

Would the collecting of these duties in gold have a serious effect upon trade?—It would paralysed it; it would stop the imports for a time, and some of them possibly permanently.

Is British trade a large percentage of that export and import trade?—Yes, enormous; it is far more than the aggregate of all the other countries put together; I think it is upwards of 60 per cent.

And you think on the general question that the fall in the gold price of silver has an injurious influence on trade between the East and the West?—The fluctuations in exchange have been troublesome.

I understand you would like to see fixity of value between the silver standard and the gold standard, if it were possible to attain it?—To arrive at an international agreement now will be very difficult, but fixity would confer enormous benefits on British commerce, and would be a grand thing for the universe.

And you think that a change in the Straits Settlements would provoke a change in French Indo-China?—I am quite sure it would instantly. But may there not be a change in French Indo-China, even though the Straits may not make one?—I have reason to believe there will be no change unless the Straits go on a gold standard.

You have?—Good reason; I have good reason to believe if the Straits continue on a silver basis that Indo-China will do the same.

I understand that as you entertain great doubts about the expediency of changing from the silver to a gold standard in the Straits Settlements, you would not try the experiment?—It bristles with great difficulties and grave dangers, not only to the trade, but may seriously affect the credit of the Government, besides the possibility of bringing about riots.

And you hold that the outcome of the experiment or the cost of making it cannot be estimated beforehand with accuracy?—I do not think it can be estimated with any degree of approximate accuracy. I have not been able to arrive at any estimate. There is already a very large volume of silver in the vaults of the Government in the Straits, and whether they would have to sell any portion of that, and at what price, it is impossible to estimate.

At present large amounts of Mexican dollars and British dollars are imported into the Straits Settlements, and are not kept there?—Yes.

They are sent to other countries and are used in paying for various articles?—Yes.

Well, it has been argued that if you have a gold standard these Mexican dollars and British dollars will not be available for the people who come from other places and want Mexican dollars to take home with them, and it has been suggested that the Mexican dollar and the British dollar, even after the gold standard was established, should be allowed to be imported as articles of merchandise into the Straits Settlements, so that any man coming to the Straits Settlements and selling his goods for the new Straits Settlements dollars could then exchange these Straits Settlements dollars for Mexican dollars, if he wanted Mexican dollars to take home with him?—Yes, I quite see it, but then my difficulty is this—the Government will have to redeem Mexican as well as British dollars.

We are assuming that all that is done, that Mexican dollars and British dollars are demonetised, and those that are in the Straits Settlements are converted by the Government, and after that the Government say, "You may bring in Mexican dollars or British dollars as you like; they are not legal tender in this country." Mr. Adamson's question is whether an arrangement of that sort would do away with the difficulties which some people have anticipated?—I think the trade could be carried on without that, because it is a very round-about way of financing the movements of merchandise. If the Straits sell to China, or to Siam they get paid. Banks will negotiate their bills on Hongkong or Bangkok; they will get paid in the Straits money, and buyers will pay the equivalent in Hongkong or Siam.

Well, suppose that the man came from a place where there is no bank; I think that is where the chief difficulty arises; there are places that have not got banks yet?—If it paid banks to so finance trade they would do it, otherwise they would not. Whether the trade at present amount to warrant the banks incurring the expenditure of buying silver for coinage into British dollars, and buying Mexican dollars for shipment to the Straits, remains to be seen, but if it paid them they would do it. If the volume necessitated it it could be done. But so long as China and Hongkong remain on a silver basis these dollars, Mexican and British, will continue to be sent out there.

ARMS-SMUGGLING IN CHINA.

The *Ostasiatische Lloyd* publishes the following telegram, which is dated Berlin, 7th July:—

Japanese papers are charging German firms with smuggling arms into China, saying that Consul-General Dr. Knappe was entirely blind to this, and that even German men-of-war were introducing arms into China. Official reports from East Asia state, however, that the German authorities have refused all requests for permits to import arms. There is no doubt that not a single German firm is doing an illegitimate arms business. On the other hand, it is a well known fact that both the Japanese and the Belgians are acting in another way.

It is spoken about openly that Japan is just now negotiating with China in regard to an import of 200,000 rifles of the Mauser and another new model. Governor Chou Fu, of Shantung, has only lately received a box with samples. Besides that, Japan has sold to China 48 guns, and is negotiating about another 24. Chinese officers have already gone to Japan to take them over. They are imported under the declaration that they are intended for the Japanese troops now in North China.

With reference to this Mr. L. Vander Stegen writes to the *N.C. Daily News*:—"The Japanese accuse the Germans of smuggling arms into China, which they deny, and throw the ball at the accusers, at the same time charging the Belgians with participating in the trade. ("It was not I, said the Cat, it was the mice who did it.") Allow me to deny emphatically the German accusation towards Belgium; since the signing of the Peace Protocol forbidding the introduction of arms into China, the Belgian Minister of Finance has issued orders to the Customs, forbidding shipment of any arms to China not excepting Hongkong, and to illustrate how strictly this order is carried out I will tell you that last December I wanted to ship from Belgium six revolvers and six thousand cartridges by a German steamer, but was refused permission by the Customs. As the weapons were intended for European use, I applied to the Minister of Finance for special permission, but he would not grant same, on account of the Protocol in question, declaring at the same time that he had already refused permission to many German applicants.

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[33]

NEW AMOY DOCK CO., LD.

The following is the report of the above Company presented to the shareholders at the eleventh ordinary yearly meeting held at the office of Messrs. Boyd & Co., Amoy, on the 8th July:—

Annexed I beg to submit to shareholders the usual annual statement of accounts of the year ending 31st December, 1902.

The net profit on the year's working is...

Add balance carried from last year

Less bonus

which it is proposed to deal with as under:

Commission and fees to general manager, manager and consulting committee

To reserve (making it stand \$55,500)

Dividend of \$2.50 per share

Carry forward

43,085.13

To enable the dock to do the work which it is now competing for, up-to-date machinery had to be bought, and much heavier stocks of material carried, and in order to give the shareholders a better idea I give below the amounts expended in plant and machinery and additions to stock of materials, etc., since 1896, viz:

Extension of dock and artisans' houses, etc. \$11,551.16

Plant and machinery 32,155.43

Excess of material carried over that in 1896 37,629.89

GENERAL MANAGER.

Mr. W. S. Orr was given this appointment.

CONSULTING COMMITTEE.

In accordance with Section V of the Articles of Association the present members, Messrs. B. Hempel and J. P. Wingate, retire, but being eligible offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs W. Wilson and J. McArthur, and their re-election is recommended.

W. S. ORR, General Manager.

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THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ & JACOB & CO.,

Hongkong, 2nd April, 1900.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

Subscribed CAPITAL... £2,500,000 0 0

PAID-UP CAPITAL... £87,500 0 0

II. FIRE FUNDS... £2,867,215 11 10

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For the **HONGKONG AND SHANGHAI BANKING CORPORATION.**
J. R. M. SMITH,
Chief Manager

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RESERVE FUND--		
STEEELING RESERVE...	\$10,000,000	
SILVER RESERVE ...	5,500,000	
		\$15,500,000

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PAID-UP CAPITAL.....Sh. Taeln 5,000,000
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CAPITAL PAID-UP ... " 18,000,000

CAPITAL UNCALLED.....	"	6,000,000
RESERVE FUND.....	"	9,060,000
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" " " " 6 " 4% " "
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"WESTBOURNE VILLA," NORTON
BOHMAN ROAD.
"BISNEE VILLA," POKFULUM ROAD.
For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 3rd July, 1903. [1046]

TO LET.

**2ND FLOOR, NO. 25, DES VEAUX ROAD
CENTRAL.**
Apply to—
DANG CHEE SON & CO.,
25, Des Vaux Road Central.
Hongkong, 2nd July, 1903. [1908]

TO LET.

"ERNSFOOT," UPPER RICHMOND
ROAD.
Apply to—
DEACON & HASTINGS,
10, Queen's Road.
Hongkong, 30th October, 1902. [76]

TO LET.

NO. 1, CAMERON VILLAS (PEAK).
A Six-Roomed Bungalow in first-class
condition.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 24th June, 1903. [1818]

TO LET.

**FURNISHED HOUSE, 5, KNUSTFORD
TERRACE,** for Two or Three Months
from about middle of July. Piano, Tennis Court
and Ricksha. Only household expenses required.
Apply—
A. A. W.,
5, Knustford Terrace, Kowloon.
Hongkong, 30th June, 1903. [1771]

TO LET.

**TWO SPACIOUS GODOWNS—Nos. 95
T and 96, PRAYA EAST.**
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

TO LET.

"HARTLEY" and "WESTLEY,"
UPPER RICHMOND ROAD.
"STONY BROOK," LOWER RICHMOND
ROAD.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd June, 1903. [150]

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LYSAGHT,
153, Wanhsai Road.
Hongkong, 15th April, 1903. [1153]

TO LET—UNFURNISHED.

"COOMBE," MAGAZINE GAP.
Available from 1st April.
Apply—
Daily Press Office.
Hongkong, 18th February, 1903. [542]

TO LET.

2, SPACIOUS ROOMS at No. 15,
BELLIUS TERRACE, with Bath-
room and Kitchen. Rent very moderate.
Immediate Possession.
Apply to—
S. T. J.,
Care of Daily Press Office.
Hongkong, 6th July, 1903. [1933]

TO LET.

**ONE FIRST-CLASS SPACIOUS
GODOWN** at West Point.
Apply to—
"GODOWN."
Care of Daily Press Office.
Hongkong, 16th June, 1903. [1719]

TO LET.

NO. 155, PRAYA EAST. Spacious Two-
storied Godown. Suitable for Yarn or
Cans.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 11th July, 1903. [1888]

TO LET.

18, ROBINSON ROAD.
Apply to—
AHMED RUMJAHN,
62, Queen's Road.
Hongkong, 1st July, 1903. [1886]

TO LET.

NO. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st July, 1903. [78]

TO LET.

**FLATS IN MORETON TERRACE,
CAUSEWAY BAY,** facing the Polo Ground.
No. 2, REPOIN TERRACE (in FLATS).
GODOWN at BOWLINGTON (PRAYA
EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 8th June, 1903. [71]

TO LET.

**NO. 17, SEYMOUR ROAD or WOOD.
LANDS WEST** to Rent from 15th
JUNE.
Apply to—
E. H.,
Care of Daily Press Office.
Hongkong, 16th May, 1903. [143]

TO LET.

GROUND and 2ND FLOORS of No. 3,
OLD BAILEY.
No. 10, SEYMOUR TERRACE.
No. 14, MOSQUE JUNCTION.
No. 43, CAINE ROAD. Nine-Roomed
Corner House, \$160 exclusive of Taxes.
Nos. 1 and 3, CORONATION
TERRACE. Six-Roomed Corner Houses,
\$100 each including Taxes.
FOUR-ROOMED HOUSE on Upper
Levels, fully furnished, for Six Months.
And others to suit various requirements.
S. A. SEH,
Land and Estate Broker.
Hongkong, 6th July 1903. [1306]

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Hongkong, 6th July 1903. [1306]

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Hongkong, 6th July 1903. [1306]

LATE TELEGRAMS.

[VIA JAPAN AND SHANGHAI.]

JAPAN AND RUSSIA.

Vienna, 29th June.
Baron Rosen, Russian Minister to Tokyo,
reported to his Government prior to the
conclusion of the compromise between the
Japanese Government and the Seiyukai, that
Marquis Ito would never consent to the
compromise and that the resignation of the
Katsura Cabinet was imminent. The finances
and political condition of Japan (he added) are
in anything but a satisfactory state, and Japan
would never be able to take active steps in
regard to the Manchurian question. This
report is believed to have encouraged Russia to
take up an aggressive attitude in Manchuria
and Korea. Japan has, however, changed her
attitude since and has lodged a protest with the
Russian Government much to the surprise
of the Russian authorities.—Mainichi.

COTTON.

London, 29th June.
A monster Cotton Trust is being organised at
New Orleans. The operators own practically
the whole of the spot cotton in the United
States. A speedy rise is predicted. The Lanc-
shire cotton mills are working short time and
thousands of operatives are idle.—Mainichi.

RUSSIAN ACTIVITY.

London, 1st July.
Three new Russian Volunteer Fleet cruisers
have passed through the Dardanelles under the
flag of the Russian mercantile marine. They
are bound for Vladivostok. After discharging
their cargo there, the ships are to join the
squadron at Port Arthur.
The Sappers and Miners in Russian Turkestan
have been formed into a new battalion entitled
the South Trans-Amur Railway Battalion.
They are destined for Manchuria.—Mainichi.

BRITAIN AND FRANCE.

London, 1st July.
The Chamber of Deputies has passed a vote
of six hundred thousand francs to meet the
expenses in connection with President Loubet's
visit to England, and the entertainment of the
King of Italy, on the occasion of King Victor
Emmanuel's approaching visit to Paris.—
Mainichi.

London, 6th July.

All the papers publish the most cordial articles
in reference to the visit of President Loubet,
and express the unanimous opinion that the
visit will consummate what King Edward's
journey to Paris commenced, completing a rap-
prochement which must henceforth be regarded
as one of the accomplished governing facts in
the European situation.

London, 7th July.

The Daily Telegraph says that it is no secret
that M. Delcasse has come to London with the
hope of settling the few outstanding difficulties
between the two countries. The Standard says
that M. Delcasse and Lords Salisbury and
Lansdowne have brought France and England
as close together politically as is possible with-
out a formal alliance.—N. C. D. N.

ANGLO-GERMAN COMMERCIAL.

Berlin, 5th July.
The negotiations of a new German-Russian
commercial treaty have been opened by the
presentation of the wishes of both Powers.—O.
Lloyd.

THE ST. LOUIS EXPOSITION.

Berlin, 7th July.
H. M. the Emperor has promised President
Roosevelt that a German squadron will visit
America during the St. Louis Exposition,
conveying to America Prince Henry and Prince
Adalbert of Prussia (the brother and the third
son of the Emperor), who intend to visit the
Exposition.—O. Lloyd.

THE POPE'S CONDITION.

London, 8th July.
H. H. the Pope underwent a slight operation,
consisting of a puncture of the pleura, yesterday,
with the object of removing the oppression of
his breathing. The operation will probably
prolong His Holiness's life for some hours.

London, 9th July.

The bulletin issued last evening reports that
the pulse of the Pope was stronger, and his
general condition easier.—N. C. D. N.

TURKEY AND BULGARIA.

Berlin, 8th July.
Count Lamsdorff has rejected the note from
Bulgaria accusing Turkey of fomenting the
border troubles. War between them is unlikely.
CURRENT AFFAIRS.

London, 9th July.

There have been serious disturbances in
Greece, notably at Pyrgos, owing to the non-
ratification of the proposed Curran monopoly.
The Premier, Mr. Theotocis, has resigned, and
Mr. Balli is forming a Cabinet.—N. C. D. N.

WHEN YOU GO INTO A DRUG STORE

to get a bottle of Painkiller, examine it care-
fully to see if it is made by Perry Davis, and
don't be persuaded to take something "just as
good" because it is a few cents cheaper. There
is only one Painkiller, "Perry Davis."
[298-2]

TO BE LET FURNISHED.

"TAN MOR" (West), PEAK ROAD.
Apply to—
MAJOR TUDOR, R.E.,
or
**HUMPHREYS ESTATE & FIN-
ANCE COMPANY, LD.**
Hongkong, 18th June, 1903. [1902]

TO LET.

**FROM August 25th, COSMOPOLITAN
HOUSE** (Unfurnished). 13 Large
Rooms, Kitchen, etc., etc.
Apply—
MANAGER,
Wm. Powell, Ltd.
Hongkong, 30th June, 1903. [1897]

JAPAN AND RUSSIA.

The Japan Mail says:—The action of the
United States Minister in Peking has aug-
mented the perplexity about Russian diplomatic
action. Count Cassini in Washington having
intimated that Mr. Conger's report of the
demands submitted at the outset by M. Plangon
to the Chinese Foreign Office was exaggerated
or incorrect, Mr. Conger has asked the
Secretary of State to enquire into this
imputation, inasmuch as his report was based
on direct examination of the despatch actually
embodying M. Plangon's demands. Such
is the latest statement. If, then, Mr.
Conger saw the original document written
by M. Plangon, what is to be said of St. Peters-
burg's denial that any such demands had ever
been submitted? If, as is conceivable, the St.
Petersburg Cabinet meant to say that the
demands had not been submitted with its con-
sent or approval, then why was M. Plangon
left at Peking? Certainly this is one of the
strangest mysteries in the modern history of
diplomacy.

The Japan Times says:—A Vladivostok
paper attributes a mysterious mission to Maj-
Gen. Wogack, who came here in the company
of General Kuropatkin. It says that at first
the Major-General was not included in the
party of the War Minister. It was in con-
sequence of a secret order from the Tsar that
he hastened to the Far East by a special train,
consisting of a locomotive and one passenger
car. The train ran at the speed of 75 verst an
hour and arrived at Vladivostok on June 7 at
7 p.m. having travelled from St. Petersburg to
that Siberian post in 10 days. No sooner had
Maj. Gen. Wogack seen General Kuropatkin,
than the latter started on a round of inspection
of the Russian forts in Eastern Siberia. Then
the party came to Japan. Even after General
Kuropatkin left Tokyo, Maj. Gen. Wogack
came back to Tokyo once. On the whole his
movements suggested that his mission had some
importance.

LARGEST SALE OF ANY DENTIFRICE.

**CALVERT'S
CARBOLIC
Tooth Powder.**

A unique and efficacious preparation for
cleansing the teeth and strengthening the gums.

R. C. CALVERT & Co., Manchester, Eng.

BUDWEISER
BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.
The Beer is sterilised after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,

Sole Agents.
Hongkong, 25th July, 1902. [37]

**mitsu bishi DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK," NAGASAKI.
A. I. A. E. C. Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet
Length on Blocks... 350 "
Width of Entrance on Top... 68 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 62 "
PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE. 1677

THE "ZAFIRO" CASE.

A REPRINT OF "THE ZAFIRO"
MYSTERY" Case in pamphlet form is
now on sale. Copies may be obtained for cash,
\$1 each, at the Office of the "Daily Press."
Hongkong, 29th May, 1903. [156]

BEKANNTMACHUNG.

DIE AMTLICHEN BEKANNTMA-
CHUNGEN des Kaiserlichen Konsul.
werden im Jahre 1902 im OESTERREICHISCHEN
LOYD in Shanghai und in der DAILY PRESS
in Hongkong, ausserdem, wenn erforderlich
durch den Deutschen Reichsanzeiger veroffen-
licht werden.
Kanton, den 26. Dezember 1901.
DER KAISERLICHE KONSUL I. V.,
D. LANG.

STYLISH DRESSMAKING.

COSTUMES MADE UP IN ALL THE LATEST FASHIONS OF PARIS,
LONDON, AND NEW YORK.

EXPERIENCED EUROPEAN CUTTING AND GENERAL SUPERVISION.

EVERY KIND OF GARMENT MADE FOR LADIES AND CHILDREN.

W. M. POWELL, LD.

HIGH CLASS DRAPERS,

34, QUEEN'S ROAD, HONGKONG.

LANE, CRAWFORD & CO.
FOLDING CANVAS CAMP BEDSTEDS

THE MOST
PORTABLE
CAMP BED.
STEADY EVER
MADE.

\$10 each.

THIN TROPICAL BLANKETS, \$3.50 EACH.

A NECESSITY AND A LUXURY FOR THE SUMMER.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE,

SHIPPING.

ARRIVALS.
 July 12, HINSANO, British str., 1,537, W. R. Sawyer, Java 4th July, Singapore—JARDINE, MATTHEWS & CO.
 July 13, A. M. MARU, Jap. str., 3,400, P. G. Gung, San Francisco 11th June, Mats and General—TOYO KISEN KAISHA.
 July 13, GLENGARY, British str., 1,924, H. M. Willy, R.N.R., Shanghai and Foochow 11th July, General—McGREGOR BROS. & GOW.
 July 13, MANOI, French str., 739, P. Merlees, Haiphong and Hoihow 12th July, General—A. E. MATTY.
 July 13, LUMALAY, French str., 3,400, P. Edouard, Marseilles 27th May, General—MESSAGERIES MARITIMES.
 July 13, HIKOSHIMA MARU, Jap. str., 2,635, J. Nagao, Moji 8th July, General—NIPPON YUSEN KAISHA.
 July 13, KUMANO, British str., 2,078, E. J. Bailor, Calcutta and Singapore 8th July, General—JARDINE, MATTHEWS & CO.
 July 13, LENA, Norwegian str., 978, Borgo, Hankow and Kinkiang 3rd July, Rice—CHANG & CO.
 July 13, LOONGMOON, German steamer, 1,245, J. Brown, Shanghai 10th July, General—SIMPSON & CO.
 July 13, MACHRE, German str., 990, Hayes, Bangkok via Swatow 5th July, Rice—N. D. L.
 July 13, MICHAEL JENSEN, German str., 710, J. Jensen, Pakhoi 9th July and Hoihow 12th, General—JENSEN & CO.
 July 13, RUBI, British str., 1,011, R. W. Almond, Manila 11th July, General—SHEWAN, TOMES & CO.
 July 13, WUORUKU, British str., 1,109, Dowson, Shanghai 9th July, General—BUTTERFIELD & SWIRE.
 July 13, YUENSANG, British str., 1,128, S. J. Payne, Manila 10th July, General—JARDINE, MATTHEWS & CO.

CLEARANCES.

At the Harbour Master's Office.
 13th July.
 Devonport, German str., for Hoihow.
 Lyeonow, German str., for Shanghai.
 Kungling, Chinese str., for Canton.
 Hadon, French str., for Hoihow.
 Hisehima Maru, Japanese str., for Singapore.
 Peha, British str., for Singapore.
 Phe Nang, German str., for Bangkok.
 Tensin, British str., for Chinkiang.
 Wooning, British str., for Canton.

DEPARTURES.

13th July.
 DEWANGONG, German str., for Bangkok.
 KWANGLEE, Chinese str., for Canton.
 LYERMOON, German str., for Shanghai.

VESSELS IN DOCK.

13th July.
 ABREKSEN DOCKS.—
 K. WILSON DOCKS.—San Joaquin, Shantung, Arab.
 C. AMOTOLIAN DOCK.—

SHIPPING REPORTS.

The British steamer Rubi, from Manila 11th July, had fine weather, moderate sea, S. and S.E. winds with occasional rain squalls.
 The British steamer Kumang, from Calcutta and Singapore 8th July, had moderate to strong S.W. winds and squally weather to latitude of Padaran; thence to port moderate S.E. winds and fine weather.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
 SAIGON, SINGAPORE, BATAVIA,
 COLOMBO, BOMBAY, ADEN, EGYPT,
 MARSEILLES, MEDITERRANEAN
 AND BLACK SEA PORTS,
 LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.
 ON TUESDAY, the 14th July, 1903, at 8 A.M., the Company's Steamship
 "ERNEST SIMONS," Captain Dupuy
 From, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Nora," which vessel takes on her Passengers and Mails, leaving that port on the 25th July, direct to Suez, Port Said and Marsa Illus.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 13th July. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
 Agent.
 Hongkong, 1st July, 1903.

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
 (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
 "ISCHIA."
 Captain Maganzini, will be despatched as above TO-DAY, the 14th inst., at 12 o'clock.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 8th July, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "LIGHTNING."
 Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 14th inst., at NOON.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.
 Agents.
 Hongkong, 8th July, 1903.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	CODE DESPATCHED
LONDON	GLENGARY	Brit. str.	Willy	McGREGOR BROS. & GOW	To-day.
LONDON, AC. VIA PORTS OF CALL	BALLAARAT	Brit. str.	F. R. Summers	P. & O. S. N. Co.	18th inst., at Noon.
LONDON VIA SUEZ CANAL	BENLIE	Brit. str.	D. Clark	GIBB, LIVINGSTON & CO.	About 26th inst.
LIVERPOOL	PROMETHEUS	Brit. str.		BUTTERFIELD & SWIRE	22nd inst.
LIVERPOOL	DIOMEDE	Brit. str.		BUTTERFIELD & SWIRE	25th August.
LIVERPOOL	PINGBOY	Brit. str.		BUTTERFIELD & SWIRE	22nd September.
MARSEILLES, COPENHAGEN, &c.	P. VALDENAR	Dan. str.	Dupuy Frany	MESSAGERIES MARITIMES	To-day, at 8 A.M.
MARSEILLES, AC. VIA PORTS OF CALL	PERNA	Brit. str.		BUTTERFIELD & SWIRE	21st inst.
MARSEILLES, LONDON & ANTWERP	TAMBA MARU	Brit. str.	J. W. Wale	NIPPON YUSEN KAISHA	25th inst., Daylight.
MARSEILLES, LONDON & ANTWERP	SCENTOR	Brit. str.		BUTTERFIELD & SWIRE	4th August.
MARSEILLES, LONDON & ANTWERP	IVYDUS	Brit. str.		BUTTERFIELD & SWIRE	18th August.
MARSEILLES, LONDON & ANTWERP	NENTOR	Brit. str.		BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON & ANTWERP	MOTONE	Brit. str.		BUTTERFIELD & SWIRE	15th September.
MARSEILLES, LONDON & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	29th September.
BREMEN, VIA PORTS OF CALL	HAMBURG	Ger. str.	Burmester	MELCHERS & CO.	22nd inst., at Noon.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Jaburk	HAMBURG-AMERIKA LINIE	17th inst.
HAVRE, BREMEN & HAMBURG	WUENBURG	Ger. str.	v. Biers	HAMBURG-AMERIKA LINIE	19th inst.
HAVRE & HAMBURG	BADENIA	Ger. str.	Harlow	HAMBURG-AMERIKA LINIE	12th August.
HAVRE & HAMBURG	SATHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	26th August.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	9th September.
HAVRE & HAMBURG	TRIESTE, &c., via SINGAPORE, &c.	Aus. str.	von Dohren	HAMBURG-AMERIKA LINIE	23rd September.
NEW YORK, VIA PORTS OF SUEZ CANAL	TRIESTE	Aus. str.	Meoczi	SANDER, WIELER & CO.	21st inst., P.M.
NEW YORK, VIA PORTS OF SUEZ CANAL	H. LERCHIE	Rus. str.		BRADLEY & CO.	18th inst., at 4 P.M.
NEW YORK, VIA PORTS OF SUEZ CANAL	MACDUFF	Brit. str.		DODWELL & CO., LD.	About 15th inst.
NEW YORK, VIA PORTS OF SUEZ CANAL	VERONA	Am. str.	H. N. Spiesen	SHEWAN, TOMES & CO.	About 25th inst.
NEW YORK, VIA PORTS OF SUEZ CANAL	KENNEBEC	Brit. str.		STANDARD OIL CO.	About 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	ARADIA	Ger. str.	Bahle	HAMBURG-AMERIKA LINIE	About middle Aug.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.		CANADIAN PACIFIC R. CO.	To-morrow, Noon.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	TABTAR	Brit. str.		NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	KAGA MARU	Jap. str.	N. Ohno	NIPPON YUSEN KAISHA	28th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	KONIGSBERG	Brit. str.	J. Pantan	DODWELL & CO., LIMITED	1st August.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	NINCHOW	Brit. str.		BUTTERFIELD & SWIRE	10th August.
PORTLAND & OREGON	INDIAVELLI	Brit. str.	R. P. Craven	PORTLAND & ASIATIC CO.	16th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	18th inst., at Noon.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.		BUTTERFIELD & SWIRE	27th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	W. G. Macartur	GIBB, LIVINGSTON & CO.	27th inst., at Noon.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	N. Treant	NIPPON YUSEN KAISHA	17th inst., Daylight.
KOBE & YOKOHAMA	KAGOSHIMA M.	Brit. str.	K. Kori	NIPPON YUSEN KAISHA	22nd inst., Noon.
KOBE & YOKOHAMA	KAMAKURA M.	Brit. str.	H. Peterson	NIPPON YUSEN KAISHA	31st inst., Daylight.
SHANGHAI, KOBE & YOKOHAMA	YARPA	Frch. str.	Sollner	MESSAGERIES MARITIMES	To-day.
SHANGHAI, KOBE & YOKOHAMA	BENGAL	Brit. str.	A. L. Valentini	P. & O. S. N. Co.	About 14th inst.
SHANGHAI, KOBE & YOKOHAMA	M. BACQUEHEM	Aus. str.	Rasservich	SANDER, WIELER & CO.	About 18th inst.
SHANGHAI, KOBE & YOKOHAMA	DAIGI MARU	Jap. str.	T. W. Groves	OSAKA SHOSHEN KAISHA	18th inst.
SHANGHAI, KOBE & YOKOHAMA	MAIDZUBU M.	Jap. str.	T. Saito	OSAKA SHOSHEN KAISHA	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	HAICHING	Brit. str.	Evans	DOUGLAS LAFRAIK & CO.	To-day, at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	KAIFONG	Brit. str.	Passmore	DOUGLAS LAFRAIK & CO.	To-morrow, 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	SUNGKIANG	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
SHANGHAI, KOBE & YOKOHAMA	YUENSANG	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	16th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	RUBI MARU	Brit. str.	E. P. Bishop	NIPPON YUSEN KAISHA	17th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	18th inst., 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	R. Rodget	SHEWAN, TOMES & CO.	25th inst., 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	TAIYUAN	Brit. str.		BUTTERFIELD & SWIRE	27th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.		BUTTERFIELD & SWIRE	17th inst.
SHANGHAI, KOBE & YOKOHAMA	LIGHTNING	Brit. str.	J. G. Spence	DAVID SASSOON & CO., LD.	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	MAZAGON	Brit. str.	S. Hall	P. & O. S. N. Co.	About 24th inst.
SHANGHAI, KOBE & YOKOHAMA	USCIA	Ital. str.	Maganzini	CARLOWITZ & CO.	To-day, 12 o'clock.
SHANGHAI, KOBE & YOKOHAMA	HIKOSHIMA M.	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	KINSHU MARU	Jap. str.	F. L. Pyne	NIPPON YUSEN KAISHA	27th inst., at 4 P.M.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship
 "GLENGARY"
 Captain Willy, will be despatched as above TO-DAY, the 14th July.
 For Freight or Passage, apply to
 McGREGOR BROS. & GOW.
 Hongkong, 25th June, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship
 "HAICHING."
 Captain Passmore, will be despatched for the above ports TO-MORROW, the 15th inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.

Hongkong, 13th July, 1903.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer
 "PRINS VALDEMAR."
 Captain Kock, will be ready to load for the above ports on or about WEDNESDAY, the 15th inst.

For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents.

Hongkong, 2nd July, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1903.
 "MACDUFF" ... 15th July.
 "SAINT BEDE" ... 25th July.
 "ORO" ... To follow.
 "MOGUL" ...
 "SATSUMA" ...
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.

Hongkong, 2nd July, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
 Captain Samuel Bell Smith.
 Daily Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), 33; return ticket, \$5.
 2nd Class, \$1.50; return ticket, \$2.50.
 3rd Class, \$1.
 Steerage, \$0.50.
 Superior cabin accommodation.
 Wharf in Hongkong, opposite Central Market, at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to
 SAM WANG & CO., LD.,
 81, Queen's Road Central,
 Hongkong, 29th April, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with ISINO-CHINA STEAM NAVIGATION CO.'s fortnightly service home to Calcutta. Sailings from Calcutta for Cape Ports every fortnight.

For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897.

Hongkong, 4th August, 1897.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI ...
 LONDON, &c. ...
 * SINGAPORE, COLOMBO, MAZAGON, and BOMBAY ...
 * Calling at Penang if sufficient inducements offers.

For further Particulars, apply to
 L. A. HEWETT,
 Superintendent.

Hongkong, 10th July, 1903.

Hongkong, 10th July, 1903.

Hongkong, 10th July, 1903.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon (midships). Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila Direct	Fri., 18th July, 10 A.M.
ZAFIRO	2540	R. Rodgers	Manila Direct	Sat., 25th July, 10 A.M.
PERLA	1980	J. McGuire		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 13th July, 1903.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. P. Bishop	3869	Friday, 17th July, at 11 A.M.
"ROSETTA MARU"	N. Tate	3876	Thursday, 23rd July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 13th July, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
* HAMBURG	WEDNESDAY ... 22nd July
PRINZ HEINRICH	THURSDAY ... 6th August
SACHSEN	THURSDAY ... 30th August
* KLAUTSCHOU	THURSDAY ... 3rd September
BAYERN	THURSDAY ... 17th September
ZIETEN	WEDNESDAY ... 30th September
SEYDLITZ	WEDNESDAY ... 14th October
ROON	WEDNESDAY ... 28th October

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 22nd day of July, 1903, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain Burnmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 20th July. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 21st July, and will be received at the Agency's Office until Noon on TUESDAY, the 21st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 13th July, 1903.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR
 TAMSUI, VIA SWATOW { "DAIGI MARU" } SUNDAY, 19th
 AND AMOY { T. W. Groves } July
 ANPING, VIA SWATOW { "MAIDZUBU MARU" } WEDNESDAY, 15th
 AND AMOY { T. Saito } July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Lamau to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 11th July, 1903.

T. ARIMA, Manager.

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
 SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES. FORTNIGHTLY SAILINGS FOR LONDON. MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"NESTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"TEUCER"	On 29th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 30th July.
GLASGOW and LIVERPOOL	"KINTUCK"	On 8th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 13th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 20th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

HOMWARDS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"PELUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"NINGCHOW"	On 16th August.
	"DEUCALION"	On 6th September.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 14th July.
MANILA	"SUNGKIANG"	On 15th July.
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	On 17th July.
COBE	"TSINAN"	On 25th July.
CHU and ILOILO	"KAIFONG"	On 27th July.
MANILA	"TAIYUAN"	On 27th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TAIYUAN"	On 27th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S.	"EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY	15th July
R.M.S.	"TARTAR"	4,425 Tons	WEDNESDAY	22nd July
R.M.S.	"EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY	29th Aug
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY	12th Aug
R.M.S.	"EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY	26th Aug
R.M.S.	"EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY	23rd Sept
R.M.S.	"TARTAR"	4,425 Tons	WEDNESDAY	7th Oct
R.M.S.	"EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY	21st Oct
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY	4th Nov
R.M.S.	"EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY	18th Nov
R.M.S.	"EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY	16th Dec
R.M.S.	"TARTAR"	4,425 Tons	WEDNESDAY	30th Dec

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 14 DAYS, and "ATHENIAN" (14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,899	R. P. Craven	July 16, 1903
"INDRAPURA"	4,899	A. E. Hollingsworth	August 14, 1903
"INDRASAMBA"	5,197	W. E. Craven	September 13, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th July, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"YARRA."
Captain Sallier, will be despatched for the above ports on or about TUESDAY, the 14th instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 7th July, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"BALLAARAT,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th JULY, at noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 7th July, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"MARQUIS BACQUEHEM,"
Captain Renssich, will leave for the above places on SATURDAY, the 19th inst., at 4 p.m. This Steamer has special accommodation for Passengers, Electric Light and carries a Doctor.

For Freight or Passage, apply to
SANDER, WIELER & CO., Agents, Princess Buildings.

Hongkong, 11th July, 1903.

THE Russian Steamer

"HERMANN LERCHE,"
1,978 tons, will be despatched for the above on SATURDAY, the 19th inst., at 4 p.m.

For Freight, apply to
BRADLEY & CO., Agents.

Hongkong, 11th July, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADEBIATIC PORTS).

THE Company's Steamship

"TRIESTE,"
Captain Meezz, will be despatched as above on TUESDAY, the 21st inst., at 4 p.m.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents, Princess Building.

Hongkong, 1st July, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship
"KENNEBEC,"

will be despatched as above on or about the 25th instant.

For Freight and further information, apply to
STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Agents.

Hongkong, 3rd July, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship
"VERONA,"

Captain H. N. Spiesen, will be despatched as above on or about SATURDAY, the 25th JULY.

For Freight, &c., apply to
SHEW N. TOMES & CO., General Agents.

Hongkong, 7th July, 1903.

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY, SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DAILY QUALIFIED UNION CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship
"YAWATA MARU,"
3,600 Tons, Captain A. B. Moss, will be despatched for the above port on FRIDAY, the 17th inst., at 4 p.m.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to
T. S. TAKAYANAGI, Acting Manager.

Hongkong, 9th July, 1903.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship
"BENLEI,"

Captain D. Clark, will be despatched as above on or about the 26th inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th July, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AUSTRALIAN,"

Captain W. G. Macarthur, will be despatched as above on WEDNESDAY, the 29th inst., at noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd July, 1903.

HONGKONG AND MACAO LINE.

THE Steamship

"PAK KONG,"
Captain W. Moore Mason, leaves Hongkong daily at 7 a.m., and leaves Macao daily about 2 p.m.

1st Class fare \$1.00 single
2nd Class fare 50 cents
3rd Class fare 20 cents
Meals on board \$1.00.

Special trip every Sunday, leaving Hongkong at 8 a.m., Macao 5.30 p.m.

KWONG WAN STEAMBOAT CO.

Hongkong, 3rd July, 1903.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8 p.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 3 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUX & CO.,
No. 128, Connaught Road Central.

Hongkong, 30th June, 1903.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL,"
FROM LIVERPOOL, MIDDLESBRO' AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before noon, to-morrow, the 8th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th inst, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DODWELL & CO., LIMITED, Agents.

Hongkong, 7th July, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"

OF THE NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m., to-day, the 8th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 15th July, at 9.30 a.m.

All Claims must reach us before the 18th July, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 8th July, 1903.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLYE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW, Agents.

Hongkong, 8th July, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MACHAON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 18th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th July, 1903.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAVELLI"

FROM PORTLAND (OR), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by me in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 10th July, 1903.

CHUNG NGOI SAN PO.

(Chinese Daily Press).

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is the oldest and still immeasurably the best medium for Advertising among the Native Community.

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A. S. WATSON & CO., LD., HONGKONG AGENTS.

Hongkong, 14th July, 1903.

SANTAS

FLUID

